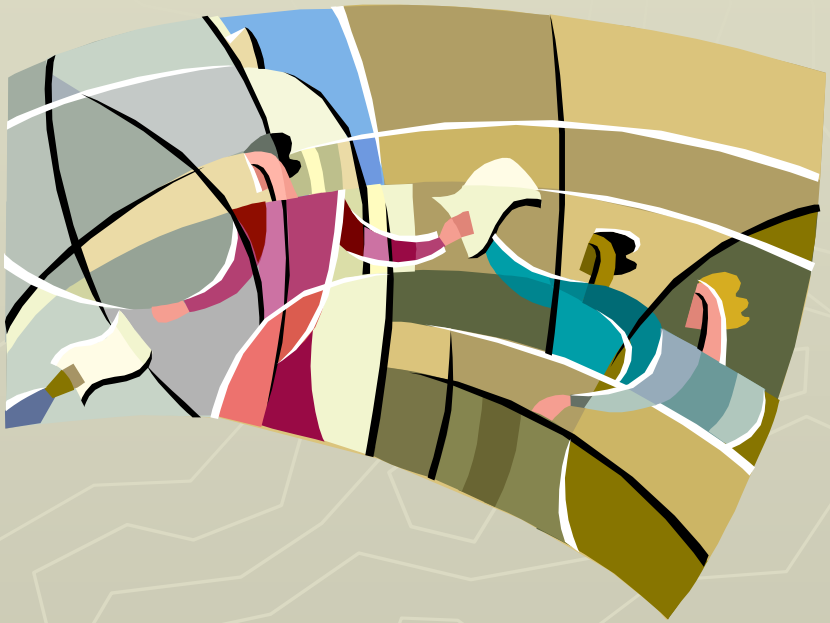
Elmira Road & Maple Street Improvements

Workshop #3
December 4th, 2007

Public Process to date

- ABC General Meeting Presentation 9/21/06
- Meeting #1 – 11/9/06
- Meeting #2 – 2/3/07
  - Meeting report on web site
  - Answered previous questions, discussed area history, road history and information gathered to date, walked the street to look at existing available street rights of way, Assessment 101.



Public Process and Future Meetings

Meeting #1 – 11/9/06

Meeting #2 – 2/3/07

- Progress to date, report back on questions
- Site visit and walk with neighbors and stakeholders, additional info. gathering on site
- Assessment 101 + discussion

Meeting #3 – Today

- Review where we've been + Assessment review, Short Q+A
- Presentation of design alternatives + neighborhood feedback

Meeting #4 – February

- Open House with design proposals for moving forward
- Opportunity for neighborhood feedback and discussion

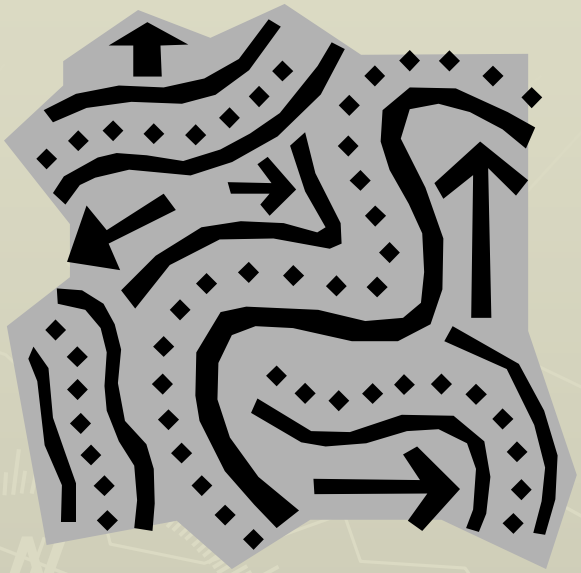
Construction Documents – Winter of 2007 & 2008

Construction Summer 2009

What we've heard: Priorities and Concerns

1) Cost to adjacent property owners
2) Safety concerns:
   - Existing road is very unsafe for pedestrians, school kids, bus riders and cyclists
   - Road condition is bad, damages personal vehicles
   - Newly paved roads could increase speeding problems
3) Potential impacts to adjacent property owners
   - What about my existing street trees? Hedges? Fences? On-Street Parking?

Assessment Revisited and Reviewed



- Project initiation and Process
- Assessment estimates, financial assistance and billing

How does a road project become real?

Identified as a project in TransPlan

Prioritized by City for funding, design and construction (CIP Process)

(We are here)

Public involvement, poll and/or CSS Process

Site Survey and concept design completed

Construction Documents completed

Project is put out for bid, low bid contractor selected

LID is formed by City Council (Local Improvement District)

Project is constructed

Adjacent Property Owners assessed at <u>end</u> of construction

Financial Assistance Programs

1) Road Subsidy program for low income residents - eligibility guidelines - must apply for and establish BEFORE formation of LID.
2) City financing available to all
3) Deferral Programs
   - State/Age deferral
   - Senior deferral
   - Extension/modification of payment

Income Subsidy Program

The income subsidy program has been developed to help property owners pay for improving their street or alley. The City will "pick up" a portion of the assessable costs of a project for those property owners who qualify.

The subsidy applies only to properties adjacent to local streets and alleys that meet the following criteria:
Properties must be--

- Residentially zoned
- Owner occupied
- Developed as a single-family dwelling or duplex.

The project must be initiated by the City Council or by a petition of the majority of property owners, as outlined in the municipal code, and property owners must meet income eligibility limits. Funding is limited and will be distributed on a priority basis each year.

To estimate the amount of street assessment subsidy you may qualify for, review the chart below to find the income for your family size. If your income is on line "A", the City pays 5/6 of the street assessment. If your income is on line "B", the City pays 2/3 of the street assessment. If your income is on line "C", the City pays 1/3 of the street assessment.

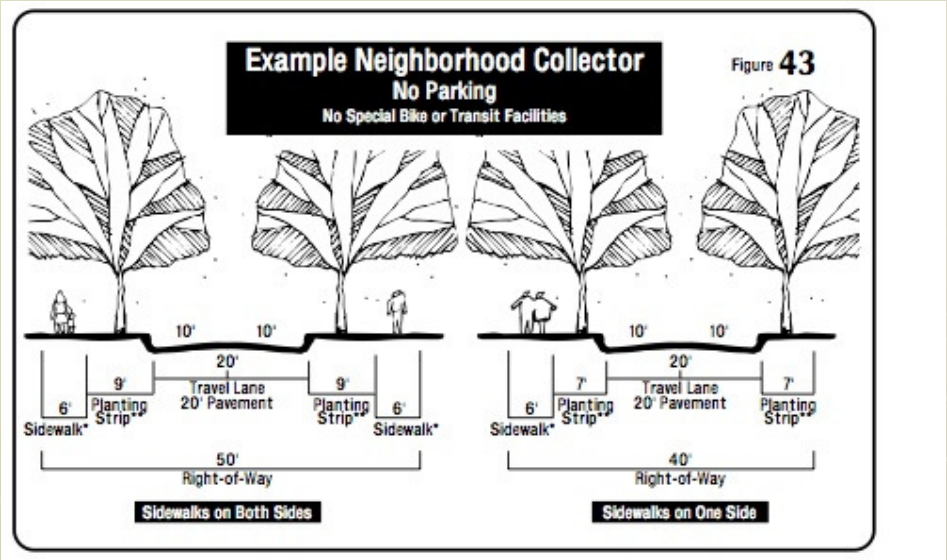
Income Guidelines for Program Eligibility

	Number of Persons in Household								For Each Add'l Person
	1	2	3	4	5	6	7	8	
A) Very Low	$19,145	$21,880	$24,615	$27,350	$30,085	$32,820	$35,555	$38,290	$2,735
B) Low	$30,065	$32,820	$37,196	$41,572	$45,948	$50,324	$54,700	$59,076	$4,376
C) Moderate	$41,025	$43,760	$49,230	$54,700	$60,170	$65,640	$71,110	$76,580	$5,470

Some additional eligibility criteria related to property ownership and other assets may apply. The income scale is based on Eugene-Springfield median family income for federal fiscal year 2005. Program income limitations will be adjusted annually to match federal guides, so check with Public Works Engineering at 682-5560 for current income criteria.

Assessable Components of Street Improvements

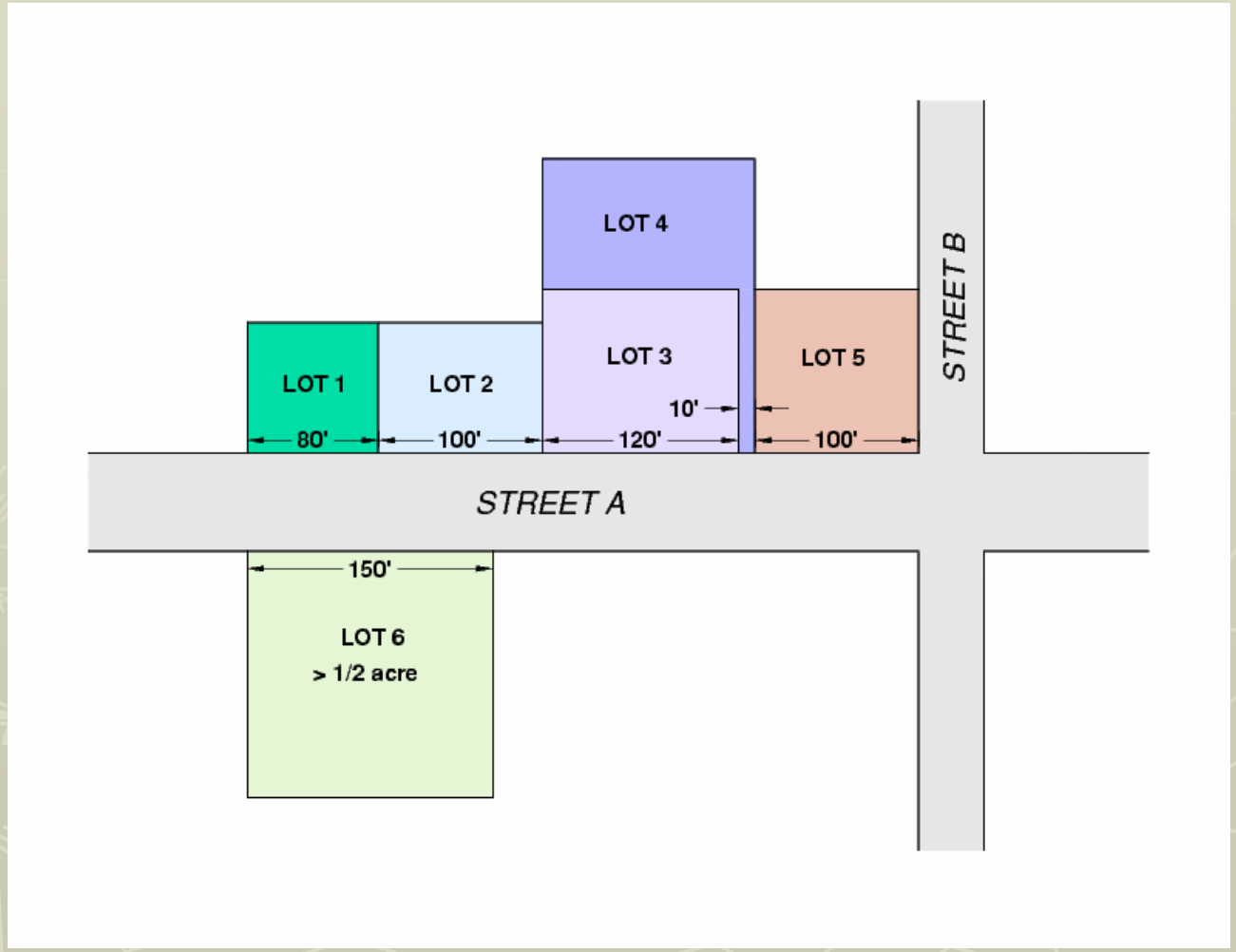
Local Street
Full pavement width
Parking lanes or bays
Driveway aprons
Curb and gutter
Sidewalk
Storm Drainage
Street Lights
Street Trees



Current Costs Estimated for this project:
$100-$150/linear front foot asphalt
$20-$40/l.f. sidewalk and driveway aprons

Neighborhood/Collector
Ten feet of pavement
Equivalent asphalt depth
Parking lanes or bays
Driveway aprons
Curb and gutter
Sidewalk Storm Drainage
Street Trees

Calculation of Assessments



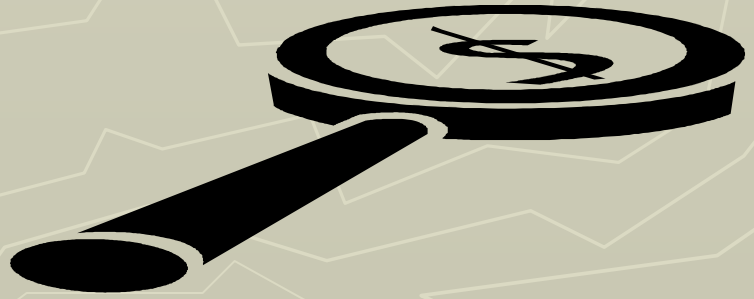
Assessment Estimates Process

Important to know:

City staff will re-estimate and refine the costs as we go through the process

- ✓ Once now - based on similar recent projects
- ✓ During design, based on a known design and conservative estimating.
- ✓ After bids received, based on low bid and projected costs to complete, usually with contingency built in.
- ✓ After construction, once all costs are known and included.

City of Eugene is committed to keeping costs low and must engage in the competitive bidding process for construction contracts.

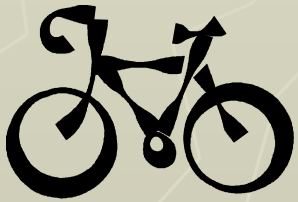


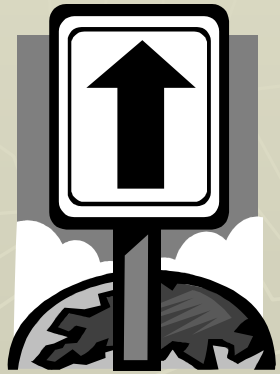
Questions?

Street Design Criteria

Transportation modes to accommodate in Street Design:

Pedestrian
Bicycle
City Bus
School Bus
Cars
Emergency Vehicles





Project Goals and Objectives:

- Improve safety for pedestrians, cyclists and motorists alike
- Slow vehicle speeds and calm traffic in general
- Construct a smooth street with appropriate, functional and safe stormwater drainage, lighting, striping and planting.

Street Design Options

- Two design scenarios for review and discussion:
  - **Option 'A'**
    (2) 5' wide sidewalks
    (2) 7.5' planting strips
    (2) 5' wide striped bike lanes
    (2) 10' wide travel lanes
  - **Option 'B'**
    (2) 5' wide sidewalks
    (2) 7.5' planting strips
    (2) 14' wide travel lanes

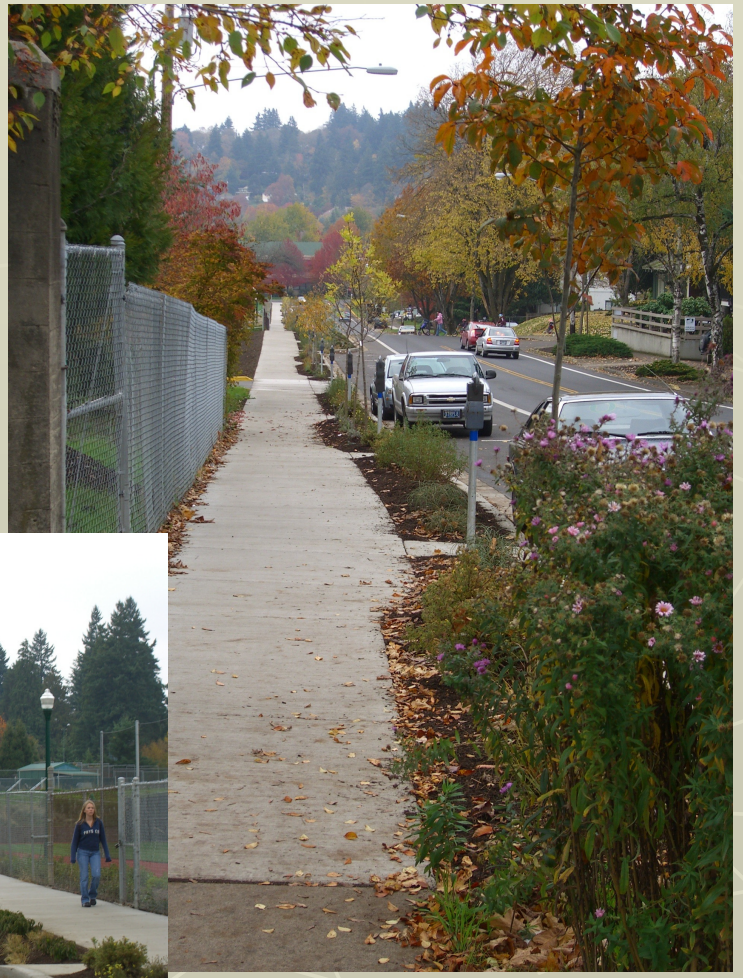
What does this mean to me?

Generally the back of sidewalk is shown **16’-17’ towards properties** from existing edge of street pavement

Existing **street trees can and will be preserved if desired** and not determined to be hazardous by City Arborist

Sidewalks are shown on **both sides** of the street

Stormwater will be treated **between the curb and sidewalk** when feasible



Don't Panic!!

We ran these as **trial run** designs to see

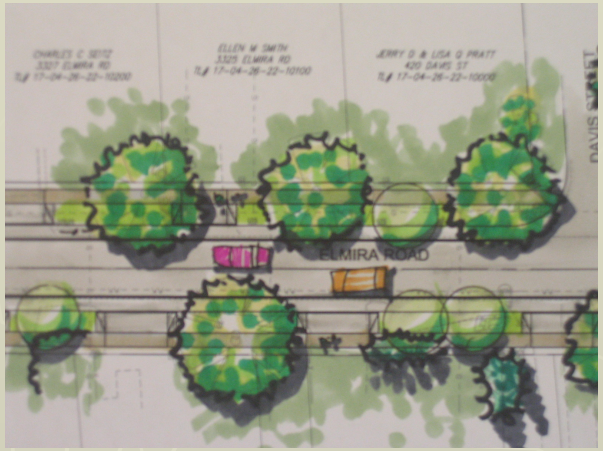
What fits?

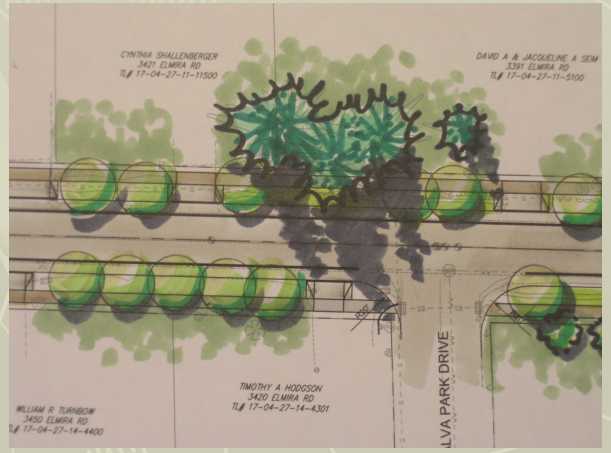
What are the conflicts?

And to talk to you about:

- What are we missing?
- New trees or old trees?
- Where would you want your driveway?
- Parking on the street or not?
- How to best calm traffic?
- What else?

What you will and won't see on the Concept Plans



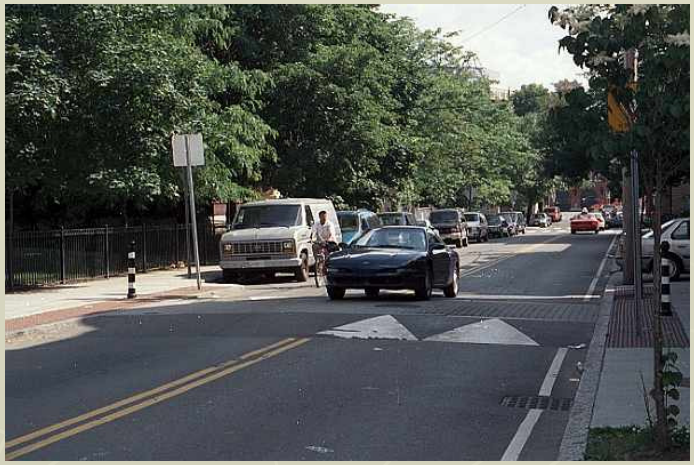


1) Proposed street design components – sidewalks, street trees, travel lanes, bike lanes, etc.
2) Sidewalks running through existing trees – to be resolved with your help
3) No traffic calming shown yet– long straight streets
4) Driveways in funny places – tell us where!
5) Missing things – like fences, hedges, buildings, etc.?
6) House locations not shown – will be added for next time

Traffic Calming Options

- Concern
  - Newly-paved street will encourage speeding.
- Solution
  - Integrate traffic calming strategy with street improvements
- Potential Options
  - Parking Bays, Speed Tables, Medians, Bike Lanes

Traffic Calming Options



Design Exception Criteria

1) Topography or Slope Constraints
2) Significant trees or other vegetation
3) Other natural resource constraints including wetland, wildlife habitat, etc.
4) Historic Resources
5) Insufficient Right-of-way and inability to obtain additional right-of-way at reasonable cost and within a reasonable time frame for the project
6) Adopted Council policies including those found in neighborhood plans

Instructions:

Three Stations: Please visit each one!!

1) Option 'A' Station
2) Option 'B' Station
3) General Comments and Questions Station

Look for your property, **write your address** on your questionnaire and fill in the answers to our questions. We want to associate your answers and property location!

Please **tell us** what you want, what you don't like, what you like, what works and what might not.

We'll collect **questions** off of the questionnaires and from the station flip chart and answer them personally and/or in FAQ format on the web site.

Turn in your questionnaire before you leave, OR **mail** it back to the address on bottom of the sheet.

Meeting #4

- Early February
- Open House showing designs that we'll propose for construction and associated estimated costs.
- Various stations and staff available to answer questions, discuss the project.

Questions/Comments?

Emily Proudfoot
Landscape Architect

Public Works Engineering
682-6019
emily.a.proudfoot@ci.eugene.or.us

Project website:

www.eugene-or.gov/pwprojects

Choose Elmira/Maple project from list on left side of the page

Traffic Counts

- Traffic counts will be performed within the next two weeks. (look for the hoses and counters by the side of the road…)
- Results and conclusions will be posted on the web site shortly thereafter
- Contact Emily or David directly for additional information.